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(54) **METHOD FOR REDUCING GLARE FROM LIGHT SOURCES THROUGH WINDSCREENS WITH INTENSITY CONTROL FILM**

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**G06M 7/00** (2006.01)

**H01J 3/14** (2006.01)

**B60J 3/04** (2006.01)

**G02B 26/02** (2006.01)

**B60J 3/02** (2006.01)

**B60J 3/00** (2006.01)

**B60R 1/00** (2006.01)

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**B60J 3/02** (2013.01); **B60R 1/00** (2013.01); **G02B 26/02** (2013.01); **Y02T 10/88** (2013.01)

(58) **Field of Classification Search**

CPC ..... G02B 26/02; B60R 1/00; B60J 1/001; B60J 1/008

USPC ..... 340/901-904, 933, 937, 942, 988, 340/426.23, 426.24, 426.25, 441, 463, 468, 340/469, 600; 250/208.1, 208.2, 216, 205; 359/227, 229, 230, 237-324

See application file for complete search history.

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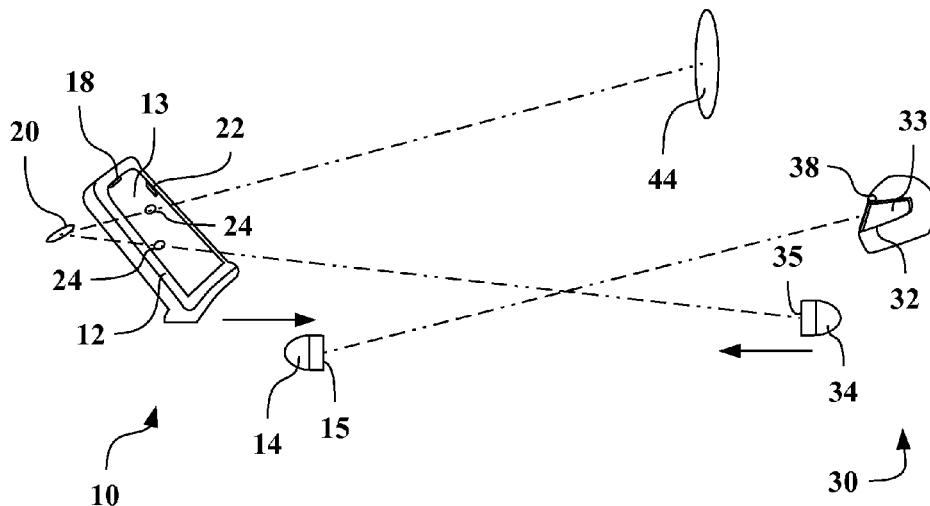
*Primary Examiner* — Pascal M Bui Pho

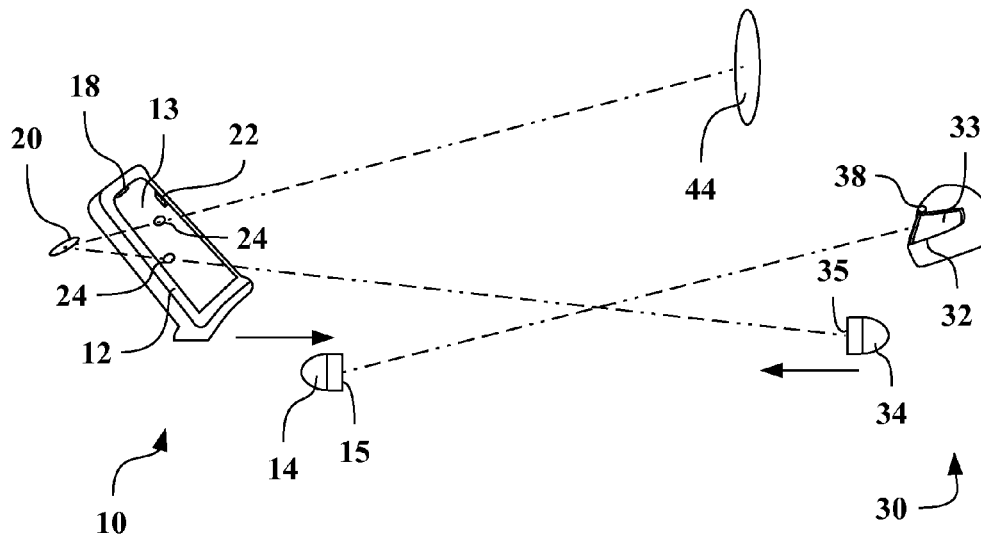
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(57) **ABSTRACT**

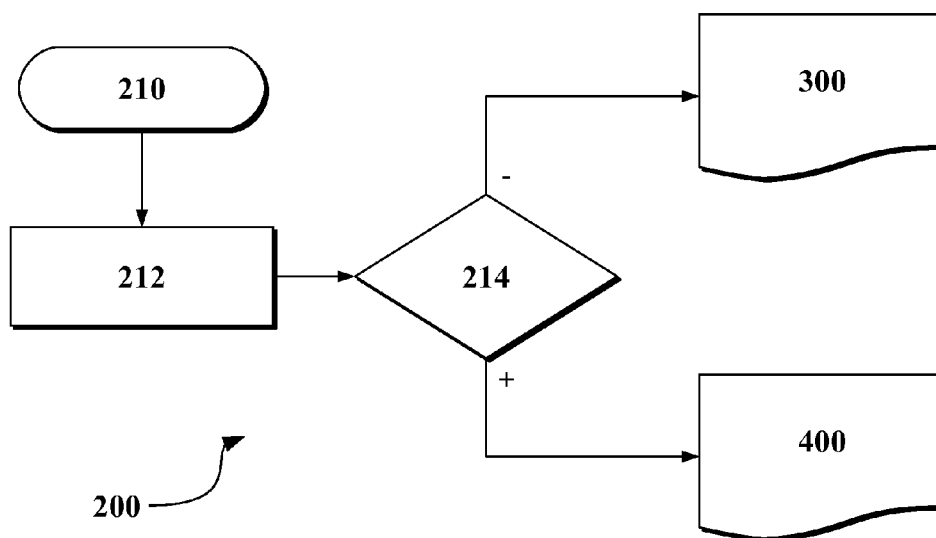
A method of reducing glare may include sensing a first light source with a second vehicle, and sensing a second light source with a first vehicle and oscillating a first light source ICF between a substantially opaque state and a substantially clear state on a first schedule. A second windscreen ICF may be oscillating between the substantially opaque state and the substantially clear state on a second schedule different from the first schedule. A position of the light source may be sensed and an eye position of the occupant estimated. An intersecting region of the selectively-darkenable ICF, which is located substantially along a line from the position of the light source to the eye position, is calculated. The intersecting region of the ICF is darkened, such that a reduced amount of light from the light source passes through the intersecting region.

**7 Claims, 4 Drawing Sheets**

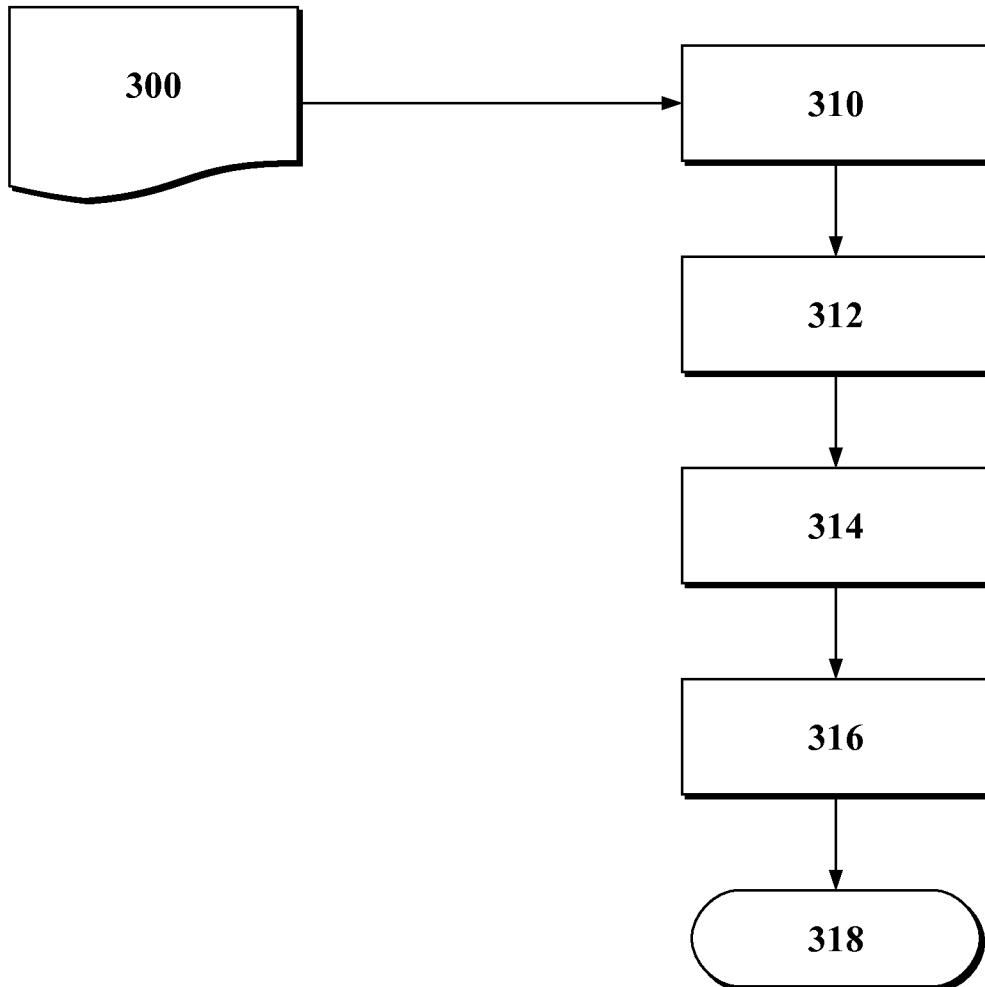




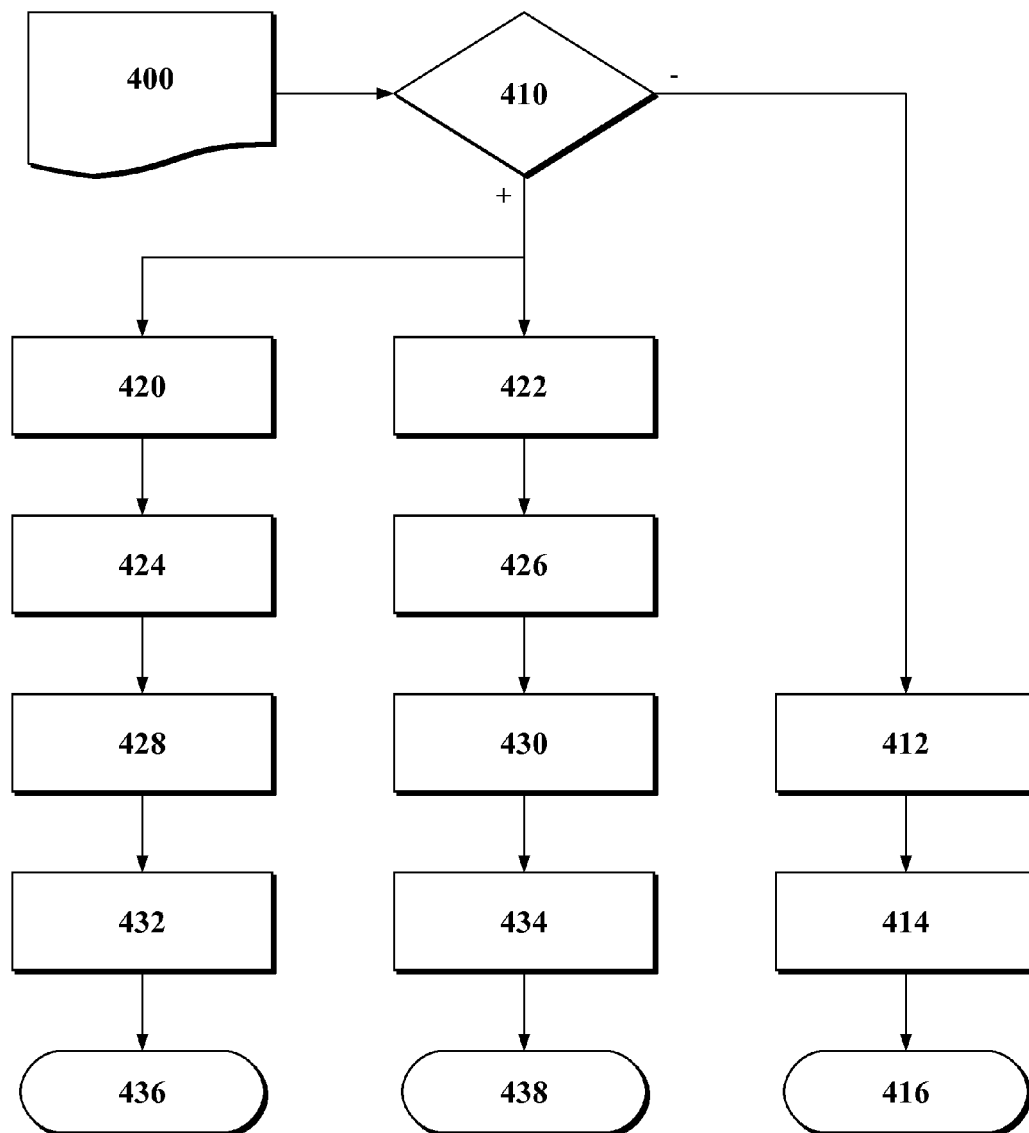
**Figure 1**



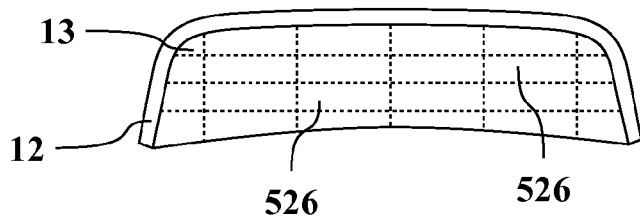
**Figure 2**



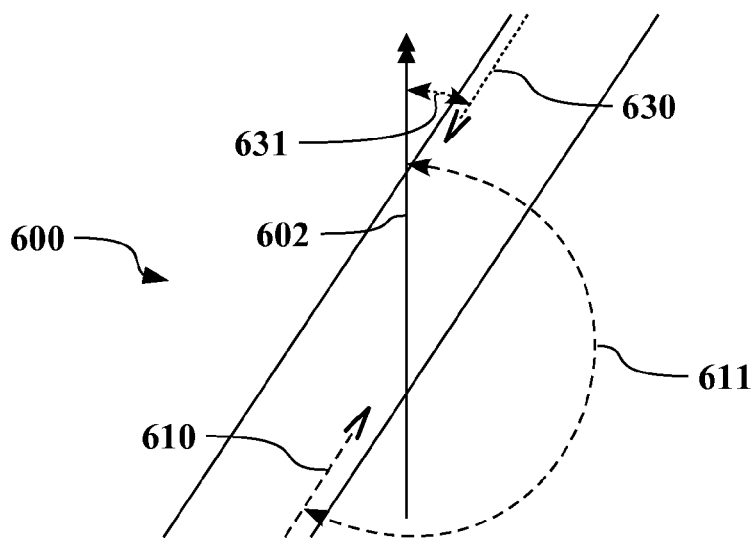
***Figure 3***



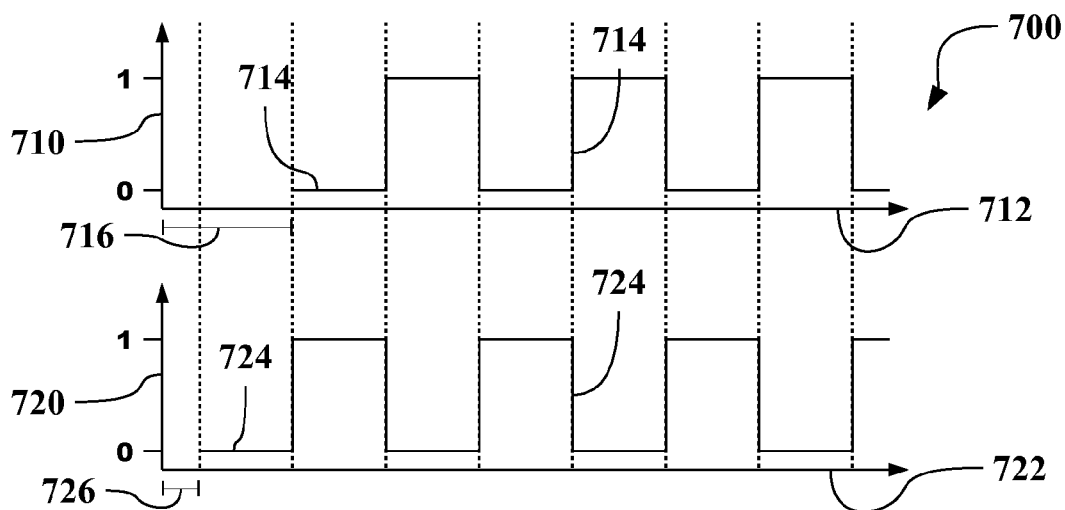
***Figure 4***



**Figure 5**



**Figure 6**



**Figure 7**

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# METHOD FOR REDUCING GLARE FROM LIGHT SOURCES THROUGH WINDSCREENS WITH INTENSITY CONTROL FILM

## CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a divisional of application Ser. No. 12/951,275, filed Nov. 22, 2010, which is hereby incorporated by reference in its entirety.

## TECHNICAL FIELD

This disclosure relates to reducing glare between light sources and vehicles or vehicle occupants using intensity control films.

## BACKGROUND

Many vehicles include one or more headlamps (also referred to as headlights) usually attached to the front of the vehicle. Headlamps usually have the purpose of illuminating the road ahead during periods of low visibility, such as darkness or precipitation, but also serve to alert or signal the location of the vehicle to other vehicles and pedestrians.

When two or more vehicles approach each other, their respective headlamps may cause glare to the driver of the opposing vehicle. Headlamps are often configured to operate with more than one level of brightness or intensity, often referred to as low beams and high beams. Operation of the vehicle with high beams may increase glare to the driver of the oncoming vehicle.

Other sources of light may also cause glare to the driver of the vehicle. For example, and without limitation, road-side signage may incorporate bright lights projecting onto the roadway, spot lights may be used for numerous purposes on or near roadways, or the sun may be positioned in the view of drivers—especially during early morning or late afternoon driving.

## SUMMARY

A method for reducing glare is provided. The glare may occur between a first vehicle and a second vehicle or between a light source and an occupant's eye. The first vehicle has a first light source with a first light source intensity control film (ICF) and a first windscreen with a first windscreen ICF, and the second vehicle has a second light source with a second light source ICF and a second windscreen with a second windscreen ICF. Each respective ICF is selectively changeable between a substantially opaque state and a substantially clear state.

The method may include: sensing the first light source with the second vehicle, and sensing the second light source with the first vehicle; oscillating the first light source ICF between the substantially opaque state and the substantially clear state on a first schedule; and oscillating the second windscreen ICF between the substantially opaque state and the substantially clear state on a second schedule different from the first schedule.

The method may also include sensing a position of the light source and estimating an eye position of the occupant. An intersecting region of the selectively-darkenable ICF is calculated. The intersecting region being located substantially along a line from the position of the light source to the estimated eye position. The intersecting region of the ICF is then darkened, such that a reduced amount of light from the light

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source passes through the intersecting region. Instead of estimating the eye position of the occupant, the method may include sensing the eye position of the occupant, and calculating the intersecting region of the windscreen based upon the sensed eye position.

The above features and advantages, and other features and advantages, of the present invention are readily apparent from the following detailed description of some of the best modes and other embodiments for carrying out the invention, as defined in the appended claims, when taken in connection with the accompanying drawings.

## BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic diagram of anti-glare systems for two vehicles;

FIG. 2 is a schematic flow chart of an algorithm or method for reducing glare from light sources;

FIG. 3 is a schematic flow chart of a subroutine of the method shown in FIG. 2;

FIG. 4 is a schematic flow chart of another subroutine of the method shown in FIG. 2;

FIG. 5 is a schematic front view of one of the windscreens shown in FIG. 1, shown with a matrix of selectively-darkenable intensity control film (ICF) cells;

FIG. 6 is a schematic diagram showing the directions of travel of two vehicles relative to magnetic north (upward, as viewed in FIG. 6); and

FIG. 7 is a schematic chart showing the oscillating schedules for controlling the ICF of each of the two vehicles shown in FIG. 6.

## DETAILED DESCRIPTION

Referring to the drawings, wherein like reference numbers correspond to like or similar components throughout the several figures, there is shown in FIG. 1 a schematic diagram of two anti-glare systems. The diagram shown in FIG. 1 is highly schematic and many elements of the system may have been omitted in order to clarify the diagram. A first anti-glare system 10 for a first vehicle (not separately shown) is represented on the left side of FIG. 1. The first vehicle may be a sedan, a convertible, an SUV, a pickup truck, a motor cycle, or any other vehicle. The first anti-glare system 10 includes a first windscreen 12, which may be a glass windshield, a plastic windscreen for motorcycles, a helmet visor, eye glasses, or other components through which the driver or occupants of the first vehicle view light.

While the present invention is described in detail with respect to automotive applications, those skilled in the art will recognize the broader applicability of the invention. Those having ordinary skill in the art will recognize that terms such as “above,” “below,” “upward,” “downward,” et cetera, are used descriptively of the figures, and do not represent limitations on the scope of the invention, as defined by the appended claims.

The first windscreen 12 includes a selectively-darkenable intensity control film (ICF), which may be referred to as a first windscreen ICF 13. Generally intensity control films are thin substances which may be attached to transparent objects (such as the first windscreen 12) and may be controlled to selectively, and variably, adjust the amount of light which is able to pass through the ICF and the transparent object. The first windscreen ICF 13 covers much of the first windscreen 12. By controlling either a voltage across the first windscreen ICF 13 or a current which passes through the first windscreen ICF 13, a controller (not separately shown) may change the

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first windscreen ICF 13 from substantially transparent to substantially opaque, or may levels of opacity therebetween.

The first anti-glare system 10 also includes a first light source 14, which may be a headlamp, headlight, spot light, or other source of projecting light. The first light source 14 is also covered with a first light source ICF 15, which may be selectively darkened to prevent escape of light (especially bright light) from the first light source 14.

A first light sensor 18 is configured to sense the existence of oncoming light sources and may also sense the intensity of light sources. The first light sensor 18 is shown mounted on the first windscreen 12, but the first light sensor 18 may be mounted elsewhere. The first light sensor 18 may also be integrated with the controller (not separately shown) to process signals from the first light sensor 18 and control the first windscreen ICF 13. Sensing the light source may also include sensing a light source position.

In FIG. 1, an eye position 20 is a schematic representation of the location of an occupant's eyes—such as the driver of the vehicle. An eye position sensor 22 is configured to determine the eye position 20 and signal the controller. Alternatively, the eye position 20 may be estimated, instead of sensed by the eye position sensor 22. For example, and without limitation, the eye position 20 may be estimated based upon known characteristics (such as height) or biometric data of the driver or drivers, average population characteristics, the position of an adjustable head rest, or sensors located within the vehicle seat, seat back, or headrest.

Once the eye position 20 and the position of an oncoming light source, such as a third light source 44, are both known, an intersecting region 24 can be determined. The third light source 44 may be a non-vehicular source, such as, and without limitation: a bright road-side light, sign, or billboard; a spot light; or the sun. The intersecting region 24 is located substantially along a line from the third light source 44 position to the estimated eye position 20.

The first windscreen ICF 13 may include a matrix of ICF cells (not shown in FIG. 1, but shown and described in as ICF cells 526 in FIG. 5), each of which may be selectively controlled. Therefore, portions or regions of the first windscreen ICF 13 may be made opaque while other regions remain transparent.

A second anti-glare system 30 for a second vehicle (not separately shown) is represented on the right side of FIG. 1, and may be a motorcycle or any other vehicle. The second anti-glare system 30 includes a second windscreen 32, which may be a helmet visor. The second windscreen 32 is covered with a second windscreen ICF 33, which is in communication with a controller (not shown) configured to selectively change the second windscreen ICF 33 between transparent, opaque, and semi-opaque states.

The second anti-glare system 30 also includes a second light source 34, this light source may be the headlight or headlights of the second vehicle. As shown in FIG. 1, the second light source 34 projects light toward the first vehicle and the first light source 14 projects light toward the second vehicle. The second light source 34 is also covered with a second light source ICF 35, which is controllable to selectively (and possibly variably) prevent escape of light (especially bright light) from the second light source 34.

A second light sensor 38 is shown mounted near the second windscreen 32, but may be located elsewhere on the second vehicle. The second light sensor 38 may also be integrated with the controller (not separately shown) to process signals from the second light sensor 38 and to control the second windscreen ICF 33.

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Referring now to FIGS. 2-4, and with continued reference to FIG. 1, there is shown a schematic flow chart of an algorithm or method 200 for reducing glare through a windscreen (such as the first windscreen 12) of a vehicle (such as the first vehicle) from a light source (such as the third light source 44) to an occupant. The method 200 utilizes windscreens covered with a selectively-darkenable ICF (such as the first windscreen ICF 13). FIG. 3 shows a subroutine 300 of the method 200, and FIG. 4 shows a subroutine 400 of the method 200.

For illustrative purposes, much of the method 200 may be described with reference to many of the elements and components shown and described in relation to FIG. 1. However, other components may be used to practice the method 200 and the invention defined in the appended claims. The exact order of the steps of the algorithm or method 200 shown in FIGS. 2-4 is not required. Steps may be reordered, steps may be omitted, and additional steps may be included. As viewed in FIG. 2, decision steps answered positively (as a yes) follow the path labeled with a "+" sign (the mathematical plus or addition operator). Similarly, decision steps answered negatively (as a no) follow the path labeled with a "-" sign (the mathematical minus or subtraction operator).

Step 210: Sense Light Source(s).

The method 200 begins as the first light sensor 18 senses a light source, such as the third light source 44. The first light sensor 18 may be operating continually, such that any time a sufficient light source is sensed the method 200 may be initiated.

Step 212: Sense Intensity.

In order to determine whether or not the anti-glare system needs to be implemented, the method 200 may sense the intensity of the third light source 44. This functionality may be incorporated into the first light sensor 18, such that only lights of sufficient intensity (or brightness) will be registered by the first light sensor 18 and trigger the method 200. Sensing the intensity of the potential source of glare may include factoring in ambient light conditions. For example, and without limitation, headlights of the oncoming vehicle may not be registered by the first light sensor 18 during bright daylight but may be sufficiently intense to start the method 200 during the evening or nighttime, or when weather conditions cause low ambient light conditions.

The method 200 may be occurring on either or both of the first vehicle and the second vehicle. The method 200 is described largely in relation to the first anti-glare system 10 of the first vehicle, but execution of the method 200 on the second anti-glare system 30 of the second vehicle may be very similar, depending upon the components with which each vehicle is equipped.

Step 214: Another Equipped Vehicle?

The method 200 then determines whether the oncoming light source is from another vehicle which is equipped with a similar anti-glare system. In FIG. 1, this may include determining whether the sensed light source is from the second vehicle (the second light source 34) or is an extraneous source, such as the third light source 44. If the oncoming light source is from another equipped vehicle, the two vehicles may cooperate in reducing the glare from each other's light sources. However, if the oncoming light source is not from an equipped vehicle, then the first anti-glare system 10 will have to reduce glare with its own components.

If step 214 determines that the sensed light source is not emanating from another equipped vehicle, the method 200 proceeds to a subroutine 300, the intersecting region subroutine. If the step 214 determines that the sensed light source is emanating from another equipped vehicle (such as the second vehicle having the second anti-glare system 30), the method

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**200** proceeds to a subroutine **400**, the switching system subroutine. Either of the subroutines **300** or **400** may be implemented as independent algorithms, separate from each other and separate from the remainder of the method **200**.

Subroutine **300**: Intersecting Region Subroutine.

Generally, the intersecting region subroutine **300** looks to create a small region of opacity with the first windscreen ICF **13** on the first windscreen **12**. Therefore, the source of glare—either the third light source **44** or the second light source **34**—may be blocked without blocking the whole range of the driver's vision. The subroutine **300** may be used to reduce glare to the eyes of the driver, to other occupants of the vehicle, or to both. For illustrative purposes, the subroutine **300** is described in relation to reducing glare from the third light source **44**, which may be the sun or a bright spot light located in the driver's field of vision through the first windscreen **12**.

Step **310**: Source Position.

The subroutine **300** includes sensing a light source position. The first light sensor **18** determines the position of the third light source **44** relative to the first vehicle and the first windscreen **12**. Because the source of the glare—in this example the third light source **44**—may vary considerably, the location of the third light source **44** may also vary considerably. The subroutine **300** may only be determining or sensing the direction of the third light source **44**. Therefore, the subroutine **300** may not be concerned as to whether the source is 200 yards or 92 million miles away, but is concerned with the direction and intensity of the third light source **44**.

Step **312**: Eye Position.

The subroutine **300** includes either estimating the eye position **20** of the occupant or sensing the eye position **20** of the occupant. The eye position sensor **22** may determine the actual location of each of the driver's eyes, the general location of the driver's eyes, or of the driver's head (which provides an approximation for the eyes).

Step **314**: Calculate Intersecting Region.

The subroutine **300** also includes calculating the intersecting region **24** of the first windscreen ICF **13**. The intersecting region **24** is located substantially along a line from the position of the third light source **44** to the (estimated or sensed) eye position **20**.

Step **316**: Match Intersecting Region to ICF Cells.

As shown in FIG. 5, the first windscreen ICF **13** may be formed from the matrix of selectively-darkenable ICF cells **526**. The subroutine **300** includes matching the intersecting region **24** to one or more of the ICF cells **526**. The subroutine **300** may select the ICF cell **526** whose center is nearest to the intersecting region **24**, or may select a plurality of ICF cells **526** which encompass or surround the intersecting region **24**. Therefore, the controller will be configured to determine which ICF cell **526** or plurality of ICF cells **526** are nearest to the intersecting region **24**.

Step **318**: Activate ICF Cells.

The subroutine **300** then includes darkening the intersecting region **24**, such that a reduced amount of light from the third light source **44** passes through the intersecting region **24**. If the first windscreen ICF **13** includes the matrix of ICF cells **526**, then step **318** would change the plurality of the ICF cells **526** encompassing the intersecting region **24** to become sufficiently opaque to block the glare from the third light source **44** from reaching the driver's eyes. Therefore, the glare is reduced in the intersecting region **24**, but the remainder of the first windscreen ICF **13** is substantially transparent and the driver's field of vision is not significantly reduced (the driver would not likely be looking at the bright light emanating from the third light source **44** anyway).

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Depending upon the intensity of the third light source **44**, the first windscreen ICF **13** may not need to be changed to completely opaque in order to reduce the glare to the driver's eyes. In an alternative configuration, the first windscreen ICF **13** may be capable of increasing the opacity without separately-controllable ICF cells **526**. The first windscreen ICF **13** may be composed of a single membrane or film, but still be capable of selectively darkening regions or portions thereof, or the first windscreen ICF **13** may be composed of an infinite number of very small ICF cells **526**.

Subroutine **400**: Switching System Subroutine.

Generally, the switching system subroutine looks to make the whole first windscreen ICF **13** opaque for short, oscillating periods of time. The subroutine **400** may control both the first windscreen ICF **13** and the first light source ICF **15** between a substantially opaque state and a substantially clear state. On its own, this oscillation reduces to the total passage of light and glare to the eyes of occupants. When combined with a similar system on the second vehicle, the drivers and occupants of both the first vehicle and the second vehicle may be nearly-completely shielded from the glare produced by the oncoming vehicle. Both the first anti-glare system **10** and the second anti-glare system **30** are running the subroutine **400**, such that the subroutine may be considered to include both vehicles or to be operating substantially simultaneously, but separately, in both vehicles.

Step **410**: Adjustable Schedules?

The method **200** has included sensing the first light source **14** with the second anti-glare system **30** of the second vehicle, and sensing the second light source **34** with the first anti-glare system **10** of the first vehicle, and has already determined that both the first anti-glare system **10** and the second anti-glare system **30** are capable of running the switching system subroutine **400**. Decision step **410** determines if the vehicles are both capable of altering the schedules of oscillation for the first windscreen ICF **13** and the second windscreen ICF **33** between the opaque and transparent states. This determination may be made by communication between the first anti-glare system **10** and the second anti-glare system **30** or by the first light sensor **18** and the second light sensor **38**.

Step **412**: Initiate Fixed Schedule A.

If both the first anti-glare system **10** and the second anti-glare system **30** are not configured to adjust to each other's schedules, the subroutine **400** proceeds to step **412**. The first anti-glare system **10** is equipped with its own fixed schedule (a first schedule) and the controller begins oscillating the first light source ICF **15** between the substantially opaque state and the substantially clear state on the first schedule. Step **412** also includes oscillating the first windscreen ICF **13** between the substantially opaque state and the substantially clear state on the first schedule. Therefore, the first anti-glare system **10** is switching between states of blocking both incoming light with the first windscreen ICF **13** and blocking outgoing light with the first light source ICF **15**.

Step **414**: Initiate Fixed Schedule B.

The second anti-glare system **30** is equipped with its own fixed schedule (a second schedule) and the controller begins oscillating the second light source ICF **35** between the substantially opaque state and the substantially clear state on the second schedule. Step **414** also includes oscillating the second windscreen ICF **33** between the substantially opaque state and the substantially clear state on the second schedule. Therefore, the second anti-glare system **30** is switching between states of blocking both incoming light with the second windscreen ICF **33** and blocking outgoing light with the second light source ICF **35**. Both the first and second schedules operate at high frequencies.



Step **416**: Harmonic Beat.

The second schedule is different from the first schedule because the first schedule has a first frequency and the second schedule has a second frequency, which is different from the first frequency. Therefore, as the first anti-glare system **10** oscillates at the first schedule and the second anti-glare system **30** oscillates at the second schedule, a harmonic beat occurs between the anti-glare systems of the two vehicles. The drivers of both the first vehicle and the second vehicle may perceive the harmonic beat as a fluctuating or pulsating of the oncoming light source, but both drivers will also be exposed to significantly reduced amounts of glare from the oncoming light source.

Depending upon the configuration of the first anti-glare system **10** and the second anti-glare system **30**, the second frequency may be between one to thirty percent different from the first frequency. Reducing the glare to the drivers of the first vehicle and the second vehicle may be especially important in low light conditions, such as night time driving, or when one or both of the first vehicle and the second vehicle has its high beams on.

If both the first anti-glare system **10** and the second anti-glare system **30** are configured to adjust to each other's schedules, the subroutine **400** proceeds to steps **420** and **422**. In this situation, the subroutine **400** establishes oscillation schedules for the first anti-glare system **10** and the second anti-glare system **30** which allow the first windscreen ICF **13** to be opaque and blocking glare from the second light source **34** when the second light source ICF **35** is transparent. These schedules operate on a common frequency. As used herein, opaque refers to any level of opacity of the ICF which sufficiently reduces the passage of light through the ICF to benefit vehicle occupants by reducing glare. Depending upon the lighting conditions, this may be only slightly opaque to simply reduce passage of light, or may be nearly blackening the ICF to prevent all light passage.

In order to similarly block glare to both vehicles, the second schedule is one hundred eighty degrees out of phase from the first schedule, such that the first light source ICF **15** is in the substantially opaque state while the second windscreen ICF **33** is in the substantially clear state. Alternatively expressed, the second schedule may be offset by  $\pi$  radians from the second schedule.

Steps **420** and **422**: Determine Common Frequency.

The first anti-glare system **10** and the second anti-glare system **30** select a common frequency for oscillating between the opaque and the transparent states of the respective ICFs. Therefore, if no harmonic beat will be established and, if the phase lag for each vehicle is correctly established, the first anti-glare system **10** and the second anti-glare system **30** will operate in concert to reduce glare to and from the other, oncoming vehicle.

Steps **424** and **426**: Sense Angle to Magnetic North.

One mechanism for correctly establishing the phase lag is for both the first anti-glare system **10** and the second anti-glare system **30** to be sensing magnetic north. Referring to FIG. **6**, and with continued reference to FIGS. **1-5**, there is shown a diagram **600** showing the direction of travel of the first vehicle and the second vehicle relative to magnetic north, which is illustrated by a double arrow **602**.

An arrow **610** shows the direction of travel of the first vehicle and an arrow **630** shows the direction of travel of the second vehicle. The first anti-glare system **10** determines a first offset angle **611** relative to magnetic north, and the second anti-glare system **30** determines a second offset angle **631** relative to magnetic north. As shown, the second offset angle **631** is approximately 180 degrees rotated from the first offset

angle **611**. The subroutine **400** includes calculating the first schedule as a function of the first offset angle **611** and calculating the second schedule as a function of the second offset angle **631**.

Alternatively, when the vehicles are equipped with GPS devices, the vehicles may sense geographic north and calculate the offset angle relative to geographic north instead of magnetic north. The first vehicle and the second vehicle may not always be traveling exactly 180 degrees (head on) relative to each other. However, this will often be the case, and when one or both of the vehicles is rounding a corner, the offset angles will become closer to 180 degrees as the glare from the oncoming light sources becomes more intense.

Steps **428** and **430**: Phase Lag from Common Clock.

The subroutine **400** may also include monitoring a common clock cycle, such that calculating the first schedule includes phase lagging the first offset angle **611** from the common clock cycle, and calculating the second schedule includes phase lagging the second offset angle **631** from the common clock cycle. The common clock cycle provides a constant reference point for beginning the schedules for the first anti-glare system **10** and the second anti-glare system **30**, respectively. Therefore, the first anti-glare system **10** and the second anti-glare system **30** have a common reference to allow scheduling ICF oscillations which allow the second light source ICF **35** to be projecting light only while the first windscreen ICF **13** is blocking light, and the first light source ICF **15** to be projecting light only while the second windscreen ICF **33** is blocking light.

Steps **432** and **434**: Initiate First Schedule and Second Schedule.

Referring to FIG. **7**, and with continued reference to FIGS. **1-6**, there is shown a schematic chart **700** illustrating the oscillating schedules for controlling the ICFs on each of the first anti-glare system **10** and the second anti-glare system **30**, as calculated relative to magnetic north in FIG. **6**. A y-axis **710** represents the control state for the first windscreen ICF **13** and the first light source ICF **15**. When the control state is 1, the first windscreen ICF **13** and the first light source ICF **15** are active and opaque, such that a reduced amount of light passes through. Similarly, when the control state is 0, the first windscreen ICF **13** and the first light source ICF **15** are inactive and transparent, such that most light passes through.

An x-axis **712** represents the passage of time for the first anti-glare system **10** relative to the common clock cycle. Each dashed line division along the x-axis **712** represents one half cycle of the frequency, which may be equal to 180 degrees or  $\pi$  radians. A line **714** shows the first schedule for the first windscreen ICF **13** and the first light source ICF **15**. A first phase lag **716** is calculated from the first offset angle **611**, and either delays or adjusts the first schedule by the first offset angle **611**.

Similarly, a y-axis **720** represents the control state for the second windscreen ICF **33** and the second light source ICF **35**, and an x-axis **722** represents the passage of time for the second anti-glare system **30** relative to the common clock cycle. A line **724** shows the second schedule for the second windscreen ICF **33** and the second light source ICF **35**. A second phase lag **726** is calculated from the second offset angle **631**, and either delays or adjusts the second schedule by the second offset angle **631**.

Steps **436** and **438**: Near Complete Reduction in Glare.

As shown in FIG. **7**, because the first offset angle **611** is 180 degrees from the second offset angle **631**, the first phase lag **716** adjusts the first schedule (shown as line **714**) to be approximately 180 degrees different from the second schedule (shown as line **724**). Therefore, the first schedule is oscil-

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lating the first windscreen ICF 13 between the substantially opaque state and the substantially clear state while the second schedule 724 is oscillating the second light source ICF 35 between the substantially clear state and the substantially opaque state on the second schedule 724. The first windscreen ICF 13 is in the substantially opaque state during periods when the second light source ICF 35 is in the substantially clear state. To the driver of the first vehicle, the second light source 34 will be seen as a very low-intensity source, and to the driver of the second vehicle, the first light source 14 will be seen as a very low-intensity source.

The detailed description and the drawings or figures are supportive and descriptive of the invention, but the scope of the invention is defined solely by the claims. While some of the best modes and other embodiments for carrying out the claimed invention have been described in detail, various alternative designs and embodiments exist for practicing the invention defined in the appended claims.

The invention claimed is:

1. A method for reducing glare between a first vehicle and a second vehicle, wherein the first vehicle has a first light source with a first light source intensity control film (ICF) and a first windscreen with a first windscreen ICF, and the second vehicle has a second light source with a second light source ICF and a second windscreen with a second windscreen ICF, the method comprising:

sensing the first light source with the second vehicle, and sensing the second light source with the first vehicle; oscillating the first light source ICF between a substantially opaque state and a substantially clear state on a first schedule; oscillating the second windscreen ICF between the substantially opaque state and the substantially clear state on a second schedule different from the first schedule; sensing magnetic north; determining a first offset angle for the first vehicle relative to magnetic north; determining a second offset angle for the second vehicle relative to magnetic north; calculating the first schedule as a function of the first offset angle; and calculating the second schedule as a function of the second offset angle.

2. The method of claim 1, wherein the second schedule is one hundred eighty degrees out of phase from the first schedule, such that the first light source ICF is in the substantially opaque state while the second windscreen ICF is in the substantially clear state.

3. The method of claim 1, further comprising:

oscillating the first windscreen ICF between the substantially opaque state and the substantially clear state on the first schedule; and

oscillating the second light source ICF on the second schedule, such that the first windscreen ICF is in the substantially opaque state while the second light source ICF is in the substantially clear state.

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4. The method of claim 1, further comprising:

monitoring a common clock cycle; wherein calculating the first schedule includes phase lagging the first offset angle from the common clock cycle; and

wherein calculating the second schedule includes phase lagging the second offset angle from the common clock cycle.

5. The method of claim 1,

wherein the first schedule has a first frequency and the second schedule has a second frequency different from the first frequency; and

wherein the second frequency is between one to thirty percent different from the first frequency.

6. A method for reducing glare between a first vehicle and a second vehicle, wherein the first vehicle has a first light source with a first light source intensity control film (ICF) and a first windscreen with a first windscreen ICF, and the second vehicle has a second light source with a second light source ICF and a second windscreen with a second windscreen ICF, the method comprising:

sensing the first light source with the second vehicle, and sensing the second light source with the first vehicle;

oscillating the first light source ICF between a substantially opaque state and a substantially clear state on a first schedule;

oscillating the second windscreen ICF between the substantially opaque state and the substantially clear state on a second schedule different from the first schedule, wherein the second schedule is one hundred eighty degrees out of phase from the first schedule, such that the first light source ICF is in the substantially opaque state while the second windscreen ICF is in the substantially clear state;

oscillating the first windscreen ICF between the substantially opaque state and the substantially clear state on the first schedule;

oscillating the second light source ICF on the second schedule, such that the first windscreen ICF is in the substantially opaque state while the second light source ICF is in the substantially clear state;

sensing magnetic north;

determining a first offset angle for the first vehicle relative to magnetic north;

determining a second offset angle for the second vehicle relative to magnetic north;

calculating the first schedule as a function of the first offset angle; and

calculating the second schedule as a function of the second offset angle.

7. The method of claim 6, further comprising:

monitoring a common clock cycle;

wherein calculating the first schedule includes phase lagging the first offset angle from the common clock cycle; and

wherein calculating the second schedule includes phase lagging the second offset angle from the common clock cycle.

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